

THE RIO NEWS.

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VOL. IX.

RIO DE JANEIRO, SEPTEMBER 24TH, 1882

NUMBER 27

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THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month.

A. J. LAMOUREUX, Editor and Proprietor.

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RIO DE JANEIRO, SEPTEMBER 24TH, 1882.

SINCE our last issue the question of additional taxes upon imports has assumed a new character through its reintro-duction into the Chamber as an increase to the general additional tax on imports from 50 to 60 per cent, coupled with a considerable increase in the customs warehouse charges. The government withdrew all pretensions of handing over any part of this revenue to the provinces, but asked that the increase should be voted as an offset to the 2 per cent. reduction in the export duties on coffee, sugar and cotton. It was urged that the financial necessities of the treasury were so great that no part of the present revenue could be spared, hence the reduction on exports must be met by an increase on imports. In other words Peter must be robbed to pay Paul. On the 19th the measure was passed in the Chamber by a vote of 58 to 47. On the same day the Chamber voted to prorogue the old budget through to the end of the current fiscal year, thus confessing its inability and incapacity to pass an ordinary law of receipts and expenditures. This legislature has now been in session since January, and practically has accomplished nothing. It has voted away considerable money for one thing or another under the plea of public improvements, but it has done absolutely nothing for the improvement of the commercial and financial necessities of the country. At the last moment the Senate throws out the contract celebrated with the gas company of this city some four years ago and adopts a substitute calling for new tenders on terms which no honest corporation will think of accepting. The new proposal specifies no term for the new contract, and offers no adequate security to the contractor in his investment. It requires a childish mixture of payments, which are to be partly in gold, and partly in the currency of the country subject to the current expenses of the works. This requirement of itself would be impossible to execute on an honest basis, and offers inducements only for wholesale fraud and trickery. And then, at the end of the contract—whose term of duration is not specified—the whole plant must be handed over to the government without either reserve or indemnification. It is the old story of wanting to "run with the hare and hunt with the hounds." The whole proposal is contradictory to the last degree. In one breath it is desired to effect great savings for the people in the cost of gas—which is perfectly right—and in the next it is proposed to include terms which will rob both them and the contractors. No straight-

forward capitalist will accept a contract on any such terms, and no man will enter into it without a definite purpose of "working the claim" to the last farthing in order to secure himself against any and all spoliation. He will also bear in mind that the government with which he has to deal has been guilty of making a contract with his predecessor, and then, after some three or four years delay, of deliberately cancelling it in order to exact other terms.

The discussion of the finance budget on the 21st instant was the occasion of some statements which probably outline the future policy of the government in meeting its financial necessities. During the discussion Senator Correia took occasion to say that the present situation of the country is most perilous. He asserted that the interest on the public debt now absorbs one-third of the imperial revenue, amounting with the costs of exchange to over 48,000,000\$ per annum, and that the debt itself now amounts to 849,573,768\$682. He inquired of the government the amount of its floating indebtedness—which from other sources we compute to exceed 80,000,000\$, including the current deficits—and asked what means are to be employed to meet the emergency. In case the government had failed to resort to a new loan, he suggested that the necessary authorization should be decided for at once, so that its bases may now be fixed by the legislative power. It is clear from the tenor of this speech that the Paraná senator designed to place the desperate situation of the treasury before the Senate in order to pave the way for a proposal from the government to place a new loan. That such a measure is under consideration is well known; in fact the necessity of such a measure has long been admitted. Whether the loan will be placed at home or abroad depends largely upon the terms offered, but it is evident that a low rate of interest will be one of the conditions exacted. Whether this condition can be realized is a question for the future, but it is certain that the credit of the country has not improved since the 4½ per cent gold loan of 1879. On the contrary this steadily-increasing indebtedness in time of peace may have the effect of injuring the credit of Brazil abroad, as it must inevitably do. It is an unpleasant truth to face, but the fact is that Brazilian loans must soon take a downward turn in foreign markets if matters do not mend here at home. This enormous excess of expenditure can not go on much longer, nor can taxation be increased to meet the growing deficiencies. In the absence of all effort toward retrenchment and in face of a steadily-growing indebtedness, the foreign capitalists must eventually lose faith in the credit of this country, and will exact conditions accordingly. On the following day the prime minister replied that the current indebtedness of the government to the Banco do Brazil now amounts to 56,123,000\$, but that the indebtedness to the other banks and to private parties is not known. The government has no proposal to make to the legislature at this time, but if it decides to make a loan it will adopt the best means for achieving its success, and will consult the legislature afterwards. The non-committal policy of the government is evident proof of its intentions. Counselor Parangana denies that the treasury is in so very dangerous a position, but yet admits that there is danger and that great care will be required to avoid a crisis.

We are glad to note that the Centro da Lavoura e Commercio, under whose auspices the coming coffee exhibition is to be held, has adopted our suggestions of last year in the matter of securing full information about

the production of this valuable staple. It was apparent during last year's exhibition that its real value to the country had been overlooked, and that the only result was the grouping together of a large number of fine samples, the most of which could be seen any day in the warehouses of this city. Profiting by this experience the Centro has undertaken this year to make the exhibition just what it should be, a comparison of products with all the necessary information about each. With this purpose the planters have been asked to send in with each sample full information about the character of the soil upon which it was produced, the quantity produced as compared with preceding years, the number of laborers employed and whether free or slave, the kind of machinery used, the costs of transportation, and all other information which may be of value in the study of this most important question. We can not commend the Centro too highly for this step. If the planters respond to the questions asked a fund of information will be secured which will be of inestimable value to the country. The planters should free themselves from the idea that this exhibition is purely commercial, for in this city it can have no such character. When the samples pass into consuming markets then the character of the exhibit will be wholly changed, but as long as the present system of marketing the product is continued it will have no influence whatever upon the purchasers here. The greatest utility of the exhibition, however, will lie in that fund of information which the Centro is now trying to secure. Out of this the planter will find something of permanent value to his industry, something perhaps of infinitely more value than the catching of a stray purchaser or so through the fine appearance of his exhibits. What the country most needs is a better and cheaper system of production, and cheaper transportation. A comparison of products together with the information asked by the Centro to which we would add the methods employed in cultivation will aid in securing the first, and the exhibition of the prices paid for transportation from all the producing localities will help toward securing the latter. If now the Centro will employ some expert to put the New York market price on certain representative samples, together with all the items of cost, commission and transportation, we shall have an abridged history of coffee production whose value will be beyond all calculation.

We learn by the latest mails from New York that the United States government has taken definite steps for the negotiation of a commercial treaty with Mexico, for which purpose a commission has been appointed consisting of Gen. U. S. Grant and William H. Trescott. From the comments of the New York correspondent of the *Journal de Commerce* it would seem that this new treaty will inevitably be detrimental to the commercial interests of Brazil in the United States. The grounds for this belief are certainly well taken. In many respects Brazil and Mexico are natural competitors, and they are therefore both vitally interested in securing and retaining precedence in every good market. Owing to the turbulence of the Mexican people that country has thus far made but little industrial progress, and her natural resources, outside of mining, has been but slightly developed. Late years, however, a very radical change has taken place, and the productive industries of the country have received a surprising development. It is now seen that nearly all the principal Brazilian products can be produced with equal facility in Mexico, and that some of them will soon become formidable rivals in the markets of the world, Mexican

coffee has for many years enjoyed a high reputation in American markets, but its limited quantity kept it in the background. Now this industry has assumed an important position and is developing with great rapidity. Foreign capital has been embarked in it to such an extent that its stability and success is assured beyond all question. Mexico also promises to become an important producer of sugar, and of many other smaller products in which Brazil is interested. With the railways now building between the commercial centers of the two countries, with the influence of American capital already embarked in Mexican industries, and with the prospect of a commercial union between the two countries, the prospects for Brazilian trade are certainly less flattering than could be wished. On a strict business basis it is clearly to the advantage of the United States to cultivate intimate commercial relations with Mexico. The proximity of the two countries should effect an important saving in the costs of transportation, which are always a considerable factor in all commercial transactions. The facilities of exchange will also tend to increase the trade between the two countries, the telegraph and railway both contributing to this end. And then, above all other considerations, will come the fact that Mexico will herself become a valuable consumer of American products, by which means the exchange will be far better balanced than in that in which Brazil is concerned, a consideration which will have a determining influence in the settlement of this question. Inasmuch as Brazil is taking no steps to lessen the costs of production, the outlook is certainly not very promising. Here the costs of living are daily increasing and with them the difficulties and uncertainties of labor, the inefficiency of the plantations, and the perplexities of the government. Even without this new rival, the outlook for Brazil is very far from reassuring. It is certainly full time that Brazil should shake off this fatal lethargy, and make some intelligent effort to regain a position where she can safely meet this impending competition.

On the 18th instant occurred the first meeting of the shareholders of the new Banco de Credito Real of the province of São Paulo, an institution created to meet the financial necessities of planters by making loans upon special and favorable terms. The meeting was attended by 63 shareholders representing 16,386 shares. After the election of a president and secretary, the special business of the meeting was brought forward, which was nothing less than a demand of the incorporator, Commandador José Antonio Moreira Filho, for the sum of 350,000\$ which he claimed in reimbursement for his services and expenses in securing the charter of the bank. After a strong opposition on the part of several shareholders, who desired to have a committee appointed to inquire into the claim, the measure was finally passed, authorizing the payment of the indemnity claimed, by a vote of 377 against 294, the incorporator himself contributing for this result with 120 votes. A question was raised about the propriety of receiving these votes, but it was promptly suppressed and the claimant was permitted to vote 350,000\$ into his own pocket from an institution whose establishment he had secured on the grounds of public utility. Aside from the scandalous character of the transaction, it is proper in this connection to inquire what this indemnity is for? Does it represent an actual expenditure of money in securing the charter, or does it represent the value of the services rendered in floating the scheme and securing legislative endorsement? If the former, in what way was the

money spent? It could not have been in legitimate legal and clerical services, nor could more than a very small fraction of that amount have been expended in the regular insertion of newspaper articles. Was it bribery, then? Was it necessary to buy its way through the cabinet and the legislature? and if so would it not be well for the public to know just how much it costs to secure the passage of measures of this character? If, however, this large indemnity is simply the price demanded by the incorporation for his services, would it not be well to have that fact stated in explicit terms? If a measure intended for the public benefit is to be considered an article of traffic, and a very costly one at that, it may not be amiss to take into consideration whether or not it is worth the effort. A public institution, such as this loan bank is claimed to be, should be saddled with the fewest burdens possible, and at a cost of 350,000\$ to secure its charter is therefore an expense which should be avoided. In every sense this enormous expense is unwarranted. If it has been necessary to pay out any part of this sum to secure its passage, it exhibits a state of things which reflects very little credit upon the country. And if, on the other hand, the course of legislation is so tortuous, and hazardous, and expensive, as to make such a charge as this legitimate, then there is need of immediate reform. The establishment of a bank is not a patent right, and should not therefore be made the object of a privilege which can be bought and sold. Under certain guarantees and restrictions these enterprises should be open to all comers. In this connection it is reported that the indemnity for securing the charter of the great loan bank of this city is even greater than that of São Paulo. It will be interesting to note the outcome of this report.

The exhibit of Bahia finances, which we give in another column, does not place the affairs of that province in a very flattering light. At the outset it should be considered that Bahia is one of the oldest and wealthiest provinces in Brazil. In a political sense it is the most influential, and enjoys the largest share in the administration and direction of the imperial government. In view of this fact the local affairs of that province have an unusual interest, as they indicate in some degree the influences under which Bahia legislators are trained, and the influences which are continually at work upon the imperial government. It is not to be inferred that Bahia is the only province where industrial stagnation and reckless expenditure are to be found, for these evils exist everywhere; but from the importance and influence of that province their injurious effects are all the more pronounced and all the more dangerous. From the table of receipts for the last decade it will be seen that the industries of that province are actually stagnant. The chief source of revenue is from the provincial imposts on exports, and an increase of revenue would therefore be a direct indication of increased production. If the receipts from new and additional taxes during the last ten years be deducted from these receipts it will be seen that there has been no industrial growth whatever during this period. Even with all the receipts from new and additional taxes, the increase is only about 840,000\$ over 1871-72, about 220,000\$ over 1872-1873, about 10,000\$ over 1875, and about 238,000\$ less than 1875-76. The average annual revenue for the ten years was 2,654,201\$342, which is only 195,867\$366 below the receipts of 1880-81. Under such circumstances it would not be amiss for the general and provincial governments to make some inquiry into the causes of this industrial stagnation. The province certainly

has population enough and is fertile enough to make a far better exhibit than this. Slavery is of course one of the primary causes of this state of affairs, and if we mistake not over-taxation will also be found among the prime causes. And yet slavery is to be continued and taxation is to be increased! The other exhibit to which attention should be directed is that of the liquidated accounts of 1880-81, from which it appears that there resulted a deficit nearly as large as the revenue of the year. In private life it is generally considered that the man who spends two dollars for every one received is on the high road to bankruptcy, and is making fast time at that. In public life the crash may be deferred for a longer time, but the result is exactly the same. Even on the assumption that the deficit of 1880-81 is phenomenal, it is still apparent that affairs can not safely continue in this way. If the province were developing rapidly, instead of remaining stagnant, a few deficits of this character if caused by permanent improvements, would make little or no difference. But when we consider that the people are already over-taxed and that the province is at a stand-still, even the smallest deficit should be avoided. Add to this the fact that the province has a public debt of 6,089,300\$, and owes the general government over 7,000,000\$ for advances for the provincial 2 per cent. guarantee on the "Bahia ao S. Francisco" railway (it was 6,720,084\$ on Dec. 31, 1880), and we have a financial situation for the province of Bahia which is very far from reassuring.

All things considered, the policy adopted by the principal editor of the *Anglo-Brazilian Times* in not replying to the personal attacks of an anonymous writer, "Botany Bay," will serve as a very good rule to follow in the great majority of cases of this character. An anonymous personal attack is nothing better than a stab in the dark, a deed that the author has not the manhood to acknowledge, nor the courage to defend. It is one of those things of which even a mean man is ashamed, and with which a genuine "hater of cant and fraud" will not soil his hands. A communication of this kind appeared in the last issue of the *Anglo-Brazilian Times*, which the editor of that sheet hastens to "endorse" and to give it the place of honor in his columns—if, by courtesy, we may imply the existence of such a place. This practically makes the editor of that sheet responsible for the statements of a man whose whole career in this city has been one endless quarrel and intrigue. We say nothing of the interest which the *Times* has in this matter, nor of the questionable value of its "endorsement;" both of these things are perfectly well known. Neither do we say anything of the ridiculous and false charge of "ingratitude" which Mr. Adamson has seen fit to bring against ourselves. On the contrary we are pleased to know that he has been in a most desperate strait to find even this one absurd charge, and was then compelled to resort to his "Roget" to find an appropriate classical term in which to express his pent up feelings. If any one cares to know what our personal relations with Mr. Adamson were, we shall be pleased to answer every question fully. In the matter relating to the former proprietor of this journal we have only to say that if Mr. Adamson and his "endorser" have any grievances against him they will do well to go directly to headquarters with them. Our occupation here has been that of editing this journal, and we are fully responsible for that, and nothing more. It is sufficient to say that the general feeling in this city on this subject is one of deep regret, and not of animosity; the malice of this attack, coupled as it is with gross mis-

representation and falsehood in every particular, will find very few sympathizers in this community. There is a homely old adage which it will not be amiss to recall just here, and it tells us that "people who live in glass houses should never throw stones." The application is obvious. And as to the reasons for our opposition to Mr. Adamson, of which he and his "endorser" are apparently so curious, we have only this much to say. We are unwilling to fill these columns with all the petty strifes and scandals which have characterized his whole career in this city, but we want it distinctly understood that we have made no statement nor charge which we are not prepared to substantiate. Mr. Adamson's residence in this city has been one unending quarrel. He has gone outside his official duties to peddle scandal and to slander respectable people. He has characterized this community as a "school of sharks," a "den of thieves," etc. He has again and again asserted that he has detected great abuses in the consulate by which the government had been seriously defrauded, but he has failed to state just what that fraud is. In a community where almost the sole trade with the United States is in a non-durable article, a charge of this character needs some explanation. In his official capacity Mr. Adamson has been guilty of levying blackmail upon shipmasters, as sworn to by the master of the ship *Templar*, of extracting blood-money from seamen, as confessed by Ellems and Wilson, of requiring his subordinates to sign false vouchers and affidavits, of exacting illegal and excessive fees, and of turning his office into a veritable bear-garden in his quarrels with shipmasters. The state department at Washington is full of complaints against him; their detailed relation would require more space than we care to give to so creditable a business. In a word, our opposition to Mr. Adamson was based on known facts and occurrences. His hatreds were merciless, and he made a boast of it. If these are not sufficient reasons for our opposition, we beg that his "endorser" and adviser will tell us just what is lacking. We regret that these statements are made necessary at this time, for it would have been far better if Mr. Adamson had been content to depart in peace. As he and his friends have chosen otherwise, they shall have the full benefit of our knowledge on demand.

MEXICAN EXPORTS.

The following extracts from the official report of the Belgian minister in Mexico upon the products and industries of that country will be found of general interest. The report from which they are taken has been extensively published throughout Europe and has attracted much attention. The statistics are not recent, being mostly of the year 1878-79, but still they show something of the real condition and prospects of production in that country. After discussing the import trade of the country the report says:

The principal exports of Mexico are gold and silver in ore, bullion and money. The importance of this commerce may be judged by the following figures:

In 1877-78 Mexico exported values amounting to \$28,777,508, of which \$11,759,319 were in gold and silver, leaving for the exportation of merchandise only \$7,018,189. The latter commerce is susceptible of great increase. The soil of Mexico is extraordinarily favorable to the culture of products ordinarily sought in foreign trade. Those articles produced on the central plateau are deprived of a market abroad by the exaggerated cost of transportation.

The "tierras calientes," much the richest portion of the country, is still sparsely settled, and its inhabitants are, to a great extent,

without capital. The merchant, therefore, who wishes to export an article is forced to the system called "lanio," by which he makes an advance in money to the grower, before even the product is sown. The lender is called "arriador," the borrower "arriado," and the latter is forced to deliver in payment the whole or part of his crop as may have been agreed upon. The borrower, therefore, has no interest in the quality of his crop, and little, perhaps, in the quantity. If the latter is not sufficient the borrower demands a new advance, and the lender, to prevent loss, is usually forced to accede. The same thing is repeated from year to year, so that it is almost impossible for a capitalist to leave this class of business when he has once entered it.

In addition to gold and silver, Mexico exports, with success, various kinds of cabinet and dye woods. The entire Gulf coast from Vera Cruz to Laguna produces and exports mahogany, not of such good quality as that of Cuba and St. Domingo, but better than that of Honduras. During the years 1877-78 mahogany to the value of \$379,365 was exported. The supply of cedar within reach of communication is now limited. There is, however, still much of it. The export of this for the year 1877-78 was \$357,340. Besides mahogany, cedar and other cabinet woods, there is timber of various kinds particularly good for construction. For example, the wooden rafters found in the ruins of Yucatan are of a kind known as "zopate pristo." They are still perfectly preserved. The dye woods exported are logwood, paco colorado, Brazil wood and paco moral. Of these Mexico exported in 1877: logwood, \$119,744 worth; paco colorado, \$5560 worth; Brazil wood, \$49,549 worth; and paco moral, \$549,654 worth. All this trade is capable of large extension.

Mexico exports tobacco to France, Belgium and the United States. In 1877-78, the trade was worth \$85,000. The culture of tobacco can be considerably increased. The land suitable for the plants is very extensive, and the leaf rivals in quality that grown in Cuba.

The cultivation of coffee has a great future in Mexico. It can be grown on all land producing a semi-tropical vegetation; that is to say, at from 2000 to 4000 feet above the level of the sea, and which are extensive on both slopes of the central plateau. It is only within a few years that coffee has been grown in sufficient quantity for export. Large plantations have lately been planted and the amount produced is being constantly increased. Much of it is of exceptionally good quality. Most of the exportation is absorbed by the United States. This trade reached in 1879 \$1,371,979.

Barley is the only cereal the importation of which has been attempted. The effort was not successful. If barley be excepted, every other kind of cereal requires irrigation, and it is probable that for this reason Mexico will in future be an importer of breadstuffs.

"Henequen" fibre, known as Sisal grass, is taken from a species of aloe which grows only in Yucatan. It is used for the same purposes as hemp, and is said to be not affected by cold or moisture. Its export has been attempted only within the last 12 years. During this time the trade has enormously increased. It is sent principally to the United States, and in 1877-78 was exported to the amount of \$931,580 worth.

"Ixtle" is obtained from another kind of aloe, and is used for the same purpose as "henequen." Its growth is more extensive than the latter, but is not so valuable. It also is sent to the United States, and in 1877-78 its export amounted to \$242,586 worth.

Mexico is unable to export much sugar, owing to the high cost of transportation from

haciendas not on the coast. The latter only supply sugar for foreign markets. The soil suitable for its growth is extensive, but the position of Cuba, so much nearer Europe, prevents competition with it. Mexican sugar may, however, in future, compete with that manufactured in the United States.

In view of the various enterprises already mentioned to connect Mexico by rail with the United States, as well as of others which may in future be attempted, it is of some importance to know what is the feeling of this Mexican government and people relative to such improvements. It is found that the Mexican government has granted, in the past, large subsidies of money to every railroad, the concessions for which have been obtained. It has usually paid \$44,165 per mile, and besides admitting free of duty all articles used in their construction and operation, it has exempted every railroad from the payment of taxes for a period of nine years.

The desire for railroad improvements is so general, and public opinion has pronounced so strongly in favor of it, that it may be predicted that every facility for the building of railroads will in future be granted. As an evidence of the cost of building railroads in Mexico, mention may be made of the road from Esperanza to Tehuacan. The construction of this cost \$956 a mile, or \$34,509 less than the ordinary subsidy. Practically speaking, the government of Mexico makes a present of every railroad to those who build it. The subsidies it allows have invariably been paid mile for mile, when completed; sometimes, perhaps, after a few weeks' delay, but always with the first funds available, no matter what the embarrassment of the treasury.

It is evident, therefore, beyond a doubt, that the trade of Mexico is capable of enormous increase. The producing power of the country is far too large for its present population, who have neither the capital nor the enterprise and business capacity sufficient to develop it. Mexico can in no way compete with the United States. She will furnish a large market for American products and supply Americans at their doors with many articles which they are now forced to obtain from all parts of the world. It is proper to look upon the building of the roads in question as among the most important business enterprises ever attempted.

PROVINCIAL NOTES

—The composer Carlos Gomes arrived at Bahia on the 12th inst.

—Small-pox has made its appearance at Rezende, on the Dom Pedro II line.

—The British corvette *Amethyst* called in at Santos on the 16th inst. with the British minister, Edwin Corbett, Esq., on board. She left for the River Plate on the 18th inst.

—The citizens of Itaituba, São Paulo, have petitioned the president of that province against any other application of the Ypiranga lottery fund than for purposes of public instruction.

—The provincial assembly of Rio de Janeiro is considering a proposition authorizing the president of the province to guarantee 7 per cent. interest on the capital invested in central usines up to an aggregate of 8,000,000,000.

—A dog tax is about to be enforced in Santos. If strictly enforced throughout the whole empire there would then be no need of an additional tax on imports, and another two per cent. could be taken from the impost on exports.

—At the first general meeting of shareholders of the new Banco de Crédito Real at São Paulo on the 18th inst. Col. Antonio Proost Rodolpho was elected president and Drs. Ignacio Gonzaga and Abilio Marques secretaries. A claim was then presented by the incorporator, Comendador José Antonio Moreira Filho, for an indemnity of 350,000\$ for securing the privilege of the bank, which was finally allowed by a vote of 377 votes against 294, the incorporator contributing 120 votes in favor of his own claim. It was afterwards decided to pay 50,000\$ in cash and the remaining 300,000\$ in mortgage bonds.

—Small-pox is raging at Curralinho, Bahia.

—The August receipts of the Pará postoffice amounted to 5,147\$280.

—The August receipts of the Ceará custom house amounted to 227,758\$518.

—The August receipts of the Ceará custom house amounted to 227,758\$518.

—The August receipts of the Maranhão custom house amounted to 228,436\$768.

—The August receipts of the Alagoas custom house amounted to 85,052\$738.

—An extraordinary session of the Pará provincial assembly has been called for October 1.

—The provincial assembly of Ceará has voted 19,000\$ for a public garden in the provincial capital.

—The waters of the Rio Purus and other tributaries of the Amazon have fallen so much lately as to seriously interfere with navigation.

—The 9th of October has been chosen as the date for the re-election of Minister André Augusto de Padua Fleury in the province of Goyaz.

—The president of Amazonas has sent a steam launch of the Amazonas flotilla to cruise along the river at Moura to protect the inhabitants from Indian inroads.

—The murder of Friar João Lucas at Fojuca, by his slaves Bahia is reported to have occurred on the 14th inst. He was killed with bush-hooks and by the concerted action of some eleven slaves.

—Four steamers of the Lamport & Holt line were seriously delayed at the Rio Grande bar about the middle of the month. Two within and two without the bar. The blockade was broken on the 18th.

—The provincial assembly of Rio de Janeiro has rejected a bill reducing the daily salary of deputies from 25\$ to 20\$. If there is to be any retrenchment it must evidently come from some other direction.

—The August receipts of sugar and cotton at Pernambuco were as follows:

	1882	1881
Sugar.....	934 bags	3,861 bags.
Cotton.....	5,728 sacks	5,688 sacks.

—The customs receipts at Victoria, Espírito Santo during the last four years, were as follows:

1881-82.....	93,394\$871
1880-81.....	90,413 291
1879-80.....	85,643 546
1878-79.....	67,952 683

—The August receipts and sales of rubber and cacao at Pará was as follows:

	rubber, kilos	cacao, kilos
Stock 31 July.....	142,000	677,000
Receipts.....	643,000	740,000
Sales.....	617,000	892,000
Stock 31 Aug.....	168,000	525,000
Receipts for Aug. 1881.....	559,000	500,000

—The August receipts of the Pará custom house amounted to 827,221\$769, of the *recochodora* 226,866\$614, and from the *ever-a-peço* tax 11,186\$906.

As compared with other years the August customs receipts were as follows:

1882.....	827,221\$769	1879.....	568,313\$776
1881.....	692,630 718	1878.....	377,024 753
1880.....	451,452 051	1877.....	409,447 803

—The latest development regarding that repudiated per cent. additional tax on coffee exports imposed by the São Paulo provincial assembly and then withdrawn on the plea that it was never passed, is the following. During its brief existence the exporters at Santos were compelled to pay the tax. When it was repudiated, these exporters very naturally petitioned for the restitution of the money. They logically claimed that if the law was not passed, then the imposition of the tax was illegal. Their petition, however, has just been rejected by the president of the province, and on the grounds that the legislature designed to restore the taxes only to the planters and not to the intermediaries. Robbing the merchant is therefore a legitimate business!

THE wild geese are worse than the weevil for wheat in California. Dr. Glenn, of Colusa, who has 75,000 acres under cultivation, keeps 40 men constantly at work shooting geese.

AN authentic report shows that the stocks of sugar on the Island of Cuba, on June 30, amounted to 178,359 tons, against 100,032 tons at the same date last year. The exports since January 1 amounted to 388,410 tons against 369,666 tons for the same period last year.

WITH reference to reported discovery of diamonds at Curumalan, Argentine Republic, over which the *Standard* became so typographically enthusiastic, the Buenos Aires *Herald* of the 8th inst. says: "Whatever the future may develop, it is said that the stones found at Curumalan have a commercial value, and that, if not diamonds, they are unusually brilliant specimens of crystal. There is, however, no basis which will warrant any diamond fever."

RAILROAD NOTES

—The August receipts of the Carangola railway amounted to 58,036\$520.

—The August receipts of the "Macahé e Campos" railway amounted to 119,913\$000.

—Traffic on the "Recife a Limoeiro" line, Pernambuco, has been opened to Nazareth.

—The government has directed that free transportation shall be given on the Dom Pedro II line to all samples of coffee sent to the exhibition in this city.

—The July receipts of the "Bahia ao S. Francisco" railway amounted to 27,993\$010, and the expenditures to 44,141\$180, leaving a deficit of 16,148\$370.

—The August receipts of the Santo Antonio de Padua railway amounted to 30,841\$405, against 19,590\$286 in the same month of last year. The expenditures are not published.

—The president of São Paulo has sanctioned the contract signed with the Sorocabana company for the prolongation of their line from its present terminus to the village of S. Sebastião do Tijoco Preto. The prolongation will pass through Itapeatinga.

—The final reading of a measure authorizing the sale of public lands in Bahia and Minas Geraes to the Vargem Alegre and Cachoeiras das Panellas railway project, passed the Chamber on the 21st inst. The authorization is for lands lying within six kilometers of the line.

—The "Oeste de Minas" railway company has recently secured a loan of 500,000\$, preferred obligations, from the Banco do Commercio of this city. The titles are of the denomination of 200\$ each, and bear interest at 8 per cent. payable semi-annually. The redemption will be 1 per cent. per annum for the first two years, and 2 per cent. thereafter.

—According to the *Anuário* of Lorena, São Paulo, surveys are now in progress on the following projected lines: from Cruzeiro, on the Dom Pedro II line, to Angra dos Reis, a coast town in the province of Rio de Janeiro; from the village of Bocaina, at the junction of the Dom Pedro II and North lines, to Registro, on the Minas frontier; and from Guaratinguetá to Cunha.

—The provincial government of S. Paulo has called for proposal for the construction and operation of a narrow-gauge tramway line from Caidas, on the Mogiana line, to the Minas boundary line, passing through S. João do Boa Vista. The line may be operated either by animals or locomotives. The privilege will be for 50 years. The proposals are to be received for a period of 30 days.

—The April and May receipts and expenditures of the São Paulo and Rio de Janeiro railway were as follows:

	April	May
Receipts.....	108,767\$940	103,239\$710
Expenditures.....	73,474 222	76,830 153

Surplus 35,293 718 26,409 557

—A bill modifying the sale of the Cantagallo railway to Manoel Gomes de Oliveira passed the Rio de Janeiro provincial assembly in 1st reading on the 19th inst. It extends the privilege from 70 to 90 years, extends the time of payment by six months, and authorizes payment in currency, in obligations held by the Barão de Nova Friburgo, or in provincial bonds at par. The ink on the original contract is hardly yet dry.

—We note that the *Smith American Mail* is accustomed to give only the receipts of Brazilian railways as compared with those of the corresponding month of the year before. This is all right as far as it goes, but why not give the expenditures also. In the two cases last noted, those of the Pernambuco and Bahia lines to the São Francisco, there were large deficits, but the English readers of the *Mail* are told nothing about this.

—For some time past there has been an organized attack upon the present management of the Dom Pedro II railway in order to compel the resignation of the present efficient director, Dr. Herculano V. Penna. A great outcry has been made against the reported intention to suppress certain suburban trains, which were inaugurated for no other purpose than to run opposition to one of the city tramways, and which have never paid running expenses. Whether or not this step will be taken rests wholly with the minister of agriculture, Dr. Penna's part in the matter being simply advisory. And then on the 21st inst. a furious onslaught was made on the administration of the road by that exemplification of civic virtue, Dr. Bezerra de Menezes, in which he charges defalcations, bad management, had preservation of the line, and all the other crimes of the calendar. And then the resignation of Dr. Penna is widely announced, and his substitution by Dr. Honorio Bicalho. The public, however, has every reason to be satisfied with the present director, and will regret to see these wretched schemes succeed.

RIVER PLATE ITEMS.

From the Buenos Aires *Herald*, September 8.

—The Montevideo custom house receipts during the month of August were \$1,429,297.40.

—The arrival of Tucuman sugar at Rosario during the month of August amounted to 7166 bags.

—Three steamers and eleven sailing vessels were despatched from Rosario for Europe during the month of September.

—The project of Messrs Isidro Neyer & Co., for the cutting of a canal from the River Paraná de las Palmas to the River Lujan, has received the sanction of Congress.

—The Southern Railway Company has presented a claim to the provincial government for 3,152,389 for damages received by that company during the revolution of 1880.

—Mr. Luis Clavirino has presented a petition to the minister of marine, proposing the construction of a mole in the port of Gualeguaychu, for the sum of \$125,000; according to the plan the mole will be of the hard wood, 70 metres long by 10 in width.

—The mail from Chile just arrived has taken 14 days in the passage of the Cordilleras, making it 18 days for the mails to reach here from Valparaiso. The steamers beat that. The Andine passes are worse this winter than usual.

—The custom-house receipts on the 31st were \$1,458,895.41, making for the month of August \$11,040,225.61 against \$1,150,761.34 during the same month in 1881. The total receipts during the last eight months were \$10,816,491.55, against \$10,126,419.90 in 1881.

—It is probable that the city of São Nicolas de los Arroyos may soon be illuminated by the electric light. Proposals to this effect have been submitted to the municipality of the town and we understand they are likely to be favorably regarded.

—The commercial body of the River Plate will during this week present a petition to both the Argentine and Oriental governments, that it may be allowed to establish a new telegraphic line between the two capitals, to which end a strong company is in the course of formation.

—We hear of a contract made for 8,000 arrobes of the new wool clip, at \$80. There is great doubt expressed among wool brokers with regard to the price, because, they say, the generality of wool is not likely to turn out well for they find it short, weak, and scabby, and consequently believe that this price is fictitious.

—The manager of the Andine railway, Sr. Villanueva, in his report to the minister of the interior for the first six months of the current year, states the result to be most favorable, there being an excess of \$134,066.15 over the returns of the same part of last year, whilst the working expenses have been reduced by the sum of \$1,1789.35 leaving a clear gain of \$1,41,435.90.

—It is announced that the alumni of the military college having broken out in open rebellion, because the government refused to comply with their petition for the reinstating of Captain Smith, they have been put under arrest at the artillery barracks. Captain Smith was very popular with the students and it is a pity, supposing it to have been practicable, that their request did not meet with a more gracious reception.

—The Rural Society has requested that the national government in framing the custom-house tariff for 1883 will make the following concessions: The lowering of duties on all implements destined for cattle raising. Abolition of duties on washed wool and washed sheepskins; a reduction to 5 per cent. of the duties on hessians, hoop iron, shears and tying twine; a like reduction on pitch pine and galvanized corrugated iron; complete freedom of duties for fencing wire and salt; reduction of 5 per cent. on flannel and posts.

—The exports from Rosario during the month of August were made up in the following manner: 4,320 salt ox hides; 72,077 duddy; 50 salt horse hides; 1,139 bales wool; 116 b sheepskins; 144 b hair; 196,104 kls mani; 770,958 kls maize; 123,154 kls barley; 496 bars copper; 59 bars fine silver; 1,125 bags minerals; 1,170,874 kls bones; 12,700 horns; 2,470 bales hay; 89 do hide clippings; 435 bars tin; 500 bags bran; 281 bags minerals; 666 do tin; 112 bars; 5,000 qj jerked beef; 45,586 kls beans; 3 boxes feathers; 2 do money.

—Mr. Rom has a letter in the *Bullentin*, in which he intimates that only trifling loans are proposed. Mr. Rom deserves praise for defending our credit abroad; but, really we are liberal with loans. There are already voted loans to pay the Provincial Bank, \$8,000,000; treasury bills of 1881, 4,000,000; Riachuelo, 1,700,000; public works, 8,000,000—total, 21,700,000, all national. Of provincial loans, second half of bank loans, 10,000,000; new railway loan, 10,000,000—total, 20,000,000, or, adding national and provincial, 41 millions dollars. The "proposed" loans are much more so that there is some ground for caution.

—The petition of the *saladeristas* in Entre Rios for the reduction of duties on *Frutas del País* has been presented to Congress. It appears that there are some articles that actually pay more duties than they are worth. Jerked beef is valued at \$6.43 per quintal, and its price has been during the present year \$6.25 on board. On tallow \$6.66 the 100 lbs is charged, and this is worth \$5.75 on board. Hides charged \$15.75 on board. Hides charged \$15.50 each, are worth on an average \$5.30. In the Banda Oriental the duties are just one half per animal to what they are in Entre Rios, so that the *saladeristas* of Salto and Paysandu have killed and made use of more animals than all the *saladeristas* in this republic put together.

—The Western railway not long since made an order on Europe for rolling stock, etc., up to the value of 17 millions mps. Of this amount it has received in material 420 cargo waggon, and two locomotives, worth for 7,700,000 dollars. The amount of stock still to be received is as follows: 1 cargo engine, \$400,000; 5 ditto for passenger trains \$2,600,000; 10 American saloon carriages, \$1,200,000; 67 covered waggon, series A, \$2,000,000; 30 passenger carriages, Series C, \$3,000,000; 9 luggage waggon, series L, \$500,000; 8 do, series H, \$200,000. At the end of the present year the Western railway will have increased its stock by 6 locomotives, 84 passenger carriages and 105 cargo waggon, the total value of which is \$9,300,000 mps.

—The *Diario Oficial* of the 4th inst. contains an important decree relating to the sale of nitrate establishments in the province of Tarapacá. The establishments are divided into two categories: the first comprising all the "oficinas" whose price as stipulated with the Peruvian government exceeds 100,000 dollars, and the second all those establishments whose stipulated selling price was under the before mentioned amount. The sale of the first will take place in the Intendency of Valparaíso on September 27, 28 and 29, and the sale of the second will take place in Iquique on September 11, 12 and 13. The number of offices advertised for sale is as follows: September 11, 24; 12, 20; 13, 18; 27, 16; 28, 19; 29, 14. Bids will have to be made in Chilean currency, and intending purchasers must be provided with ample security, or they will not be permitted to bid.

—During the last seven months [January to July] there have been exported from all the ports of the republic a total of 44,564,976 kilos of maize, or a value of \$1,893,426. The shipments have been made to the following countries:

	kilos	value
South America..	2,701,791	\$1,53,226
Germany.....	549,015	10,811
Belgium.....	5,190,538	105,334
Brazil.....	1,561,464	32,328
Spain.....	1,363,747	26,775
United States..	1,067,231	23,385
France.....	24,856,900	497,255
Holland.....	393,522	7,850
England.....	3,361,591	69,301
Italy.....	3,062,395	4,782
Portugal.....	230,102	164
Uruguay.....	8,200	360
Other Nations..	17,986	750
Ports unknown	40,000	

This article is valued in the tariff at \$6.2 the 100 kilos.

BAHIA FINANCES.

The public debt of the province of Bahia on the 31st March last was as follows:

Six per cent. apolices.....	1,607,000\$
Seven per cent. apolices.....	4,322,300
Eight per cent. floating debt..	160,000

Total..... 6,089,300\$

The receipts and expenditures for the fiscal year 1880-81, the last whose accounts have been liquidated, were as follows:

Receipts, including 101,951,463 from Hugh Wilson, Esq., on account of indebtedness to the province..... 2,951,538\$821

Expenditures, including 200,000\$ the Central railway, 20,000\$ to the Nazareth railway, and 511,918\$660 to the Santo Amaro railway..... 5,197,462 563

Deficit for the year.... 2,245,603 742

During the last decade the revenue of the province, excluding the sum of 806,552\$68 repaid on loans to the Central railway, were as follows:

1871-72.....	2,007,597\$624
1872-73.....	2,631,814 812
1873-74.....	2,568,868 063
1874-75.....	2,840,105 449
1875-76.....	3,087,885 322
1876-77.....	2,226,814 800
1877-78.....	2,687,888 181
1878-79.....	2,709,354 359
1879-80.....	2,931,586 082
1880-81.....	2,850,068 658

CHARLES DARWIN ON SLAVERY.

"On the 19th of August we finally left the shores of Brazil. I thank God, I shall never again visit a slave-country. To this day, if I hear a distant scream, it recalls with painful vividness my feelings when passing a house near Pernambuco, I heard the most pitiable moans, and could not but suspect that some poor slave was being tortured, yet knew that I was as powerless as a child even to remonstrate. I suspected that these moans were from a tortured slave, for I was told that this was the case in another instance. Near Rio de Janeiro I lived opposite to an old lady, who kept screws to crush the fingers of her female slaves. I have stayed in a house where a young household mulatto, daily and hourly, was reviled, beaten, and persecuted enough to break the spirit of the lowest animal. I have seen a little boy six or seven years old, struck thrice with a horse whip (before I could interfere), on his naked head, for having handed me a glass of water not quite clean; I saw his father tremble at a mere glance from his master's eye.

These latter cruelties were witnessed by me in a Spanish colony, in which it has always been said, that slaves are better treated than by the Portuguese, English, or other European nations. I have seen at Rio Janeiro a powerful negro afraid to ward off a blow directed, as he thought, at his face. I was present when a kindhearted man was on the point of separating for ever the men, women, and little children of a large number of families who had long lived together.

I will not even allude to the many heart-sickening atrocities which I authentically heard of; nor would I have mentioned the above revolting details, had I not met with several people, so blinded by the constitutional gaiety of the negro, as to speak of slavery as a tolerable evil. Such people have generally visited at the houses of the upper classes, where the domestic slaves are usually well treated; and they have not, like myself, lived amongst the lower classes. Such enquirers will ask slaves about their condition; they forget that the slave must, indeed, be dull who does not calculate on the chance of his answer reaching his master's ears.

It is argued that self-interest will prevent excessive cruelty; as if self-interest protected our domestic animals, which are far less likely than degraded slaves, to stir up the rage of their savage masters. It is an argument long since protested against with noble feelings, and strikingly exemplified by the ever illustrious Humboldt. It is often attempted to palliate slavery by comparing the state of slaves with our poorer countrymen; if the misery of our poor be caused not by the laws of nature but by our institutions, great is our sin; but how this bears on slavery, I cannot see; as well might the use of the thumbscrew be defended in one land, by showing that men in another land suffered from some dreadful disease. Those who look tenderly at the slave-owners, and with a cold heart at the slave, never seem to put themselves into the position of the latter; what a cheerless prospect, with not even a hope of change! Picture to yourself the chance, ever hanging over you, of your wife and your little children, those objects which nature urges even the slave to call his own, being torn from you and sold like beasts to the first bidder! And these deeds are done and palliated by men who profess to love their neighbours as themselves, who believe in God, and pray that His will be done on earth! — *Naturalist's Voyage.*

LOCAL NOTES

—The Senate rejected the Rio gas contract on the 19th inst.

—A passenger of the Dom Pedro II line was robbed of 3,600\$ on the 18th inst.

—Thus far during the reign of the Emperor Dom Pedro II there have been 29 ministerial organizations.

—A cable dispatch from Havre on the 19th inst. announces the suspension of two more important coffee firms—Bunge Frères and A. Duzenil.

—The Barão de Teffé and assistant left for the Antilles on the 22nd inst. with the purpose of making an observation of the transit of Venus.

—In the late controversy over the additional tax of 10 per cent. the Associação Industrial showed its measure by felicitating the government on its attempt to impose the tax.

—It was reported on the street on the 21st inst. that the Cabacal gold mine, of Matto Grosso, had been sold to the Rothschilds of London for £100,000 and 12 per cent. of the working profits. The report should be taken with a grain of salt.

—The Emperor has granted a pension from his private purse to the young pianist, Carlos de Mesquita, to enable him to pursue his musical studies in Europe. There are, it is said, over thirty pensioners now in Europe pursuing their studies through the Emperor's bounty.

—The budget of the department of agriculture passed the Senate on the 19th inst.

—The present session of the General Assembly has been prorogued to the 7th prox.

—The second coffee exhibition in this city, organized under the auspices of the Centro da Lavoura e Commercio, is expected to open early next month.

—Dr. Nicolau Avellaneda set out on his return to Buenos Aires on the 15th inst. after a very pleasant visit of some weeks in this capital and vicinity.

—A petition has been sent in to the Chamber of Deputies from Macabé, province of Rio de Janeiro, signed by one thousand persons, asking for a custom house at that port.

—An imperial decree of the 11th inst. accepts the retirement of Dr. Cornelio Pereira de Magalhães from the presidency of Goyaz and nominates Bacharel Antonio Gomes Pereira Junior to the vacancy.

—Dr. Ladislau Netto, the director of the Museu Nacional, left for Buenos Aires on the 15th inst. The Platine anthropops being much fiercer in character than those of Espirito Santo, it is felt that this last expedition is one full of danger.

—We see by the *Gazeta* that Sr. Eugenio Turpin has discovered a new explosive to which he has given the name "panchastite quebra tudo." It is said to be more powerful than dynamite, and much safer in manufacturing, transporting and using.

—The new comet which has been slowly making its way up from the southern provinces, finally arrived at the imperial observatory on the morning of the 21st inst. It is to be observed in full day, the best time being in the early morning. Evening observations have gone out of fashion.

—The Chamber voted to add 10 per cent. more to the additional duties on imports on the 19th inst. The change of sentiment was brought about by the proposal of the government to keep all the proceeds instead of giving a part to the provinces. This would seem to be a distinction without a difference.

—The formal condemnation of 615,771 treasury notes of a nominal value of 5,175,885\$500, and 27,391 blanco do Brazil notes of a nominal value of 1,666,960\$, will take place at the Caixa da Amortização on the 28th inst., these notes having been substituted by new issues. The notes are to be burned on the 29th.

—The Chamber voted a confession of its incapacity on the 19th inst. by prorogation of the old budget through the present fiscal year. The vote was 56 in favor and 46 against. The conservative vote was 38 in favor and 1 against, showing that an unconstitutional measure of a liberal ministry was carried only through conservative votes.

—The liberal aldermen elect of this city—the word "liberal" is used simply in its partisan sense—have held a meeting and have resolved to reorganize the party in Rio and take its control into their own hands. This means, of course, that Dr. Bezerra is to be substituted by Dr. Henrique, and the gridding of the public nose will go on as before.

—The city council has resolved to give general permission for the planting of trees in the public streets without application to the authorities for a permit. The trees must be no less than five meters apart, and must not interfere with the surface drainage of the streets. The measure is an eminently wise one and should now be supplemented by stringent regulations against the cutting or injury of such trees.

—According to the treasury accounts as they now stand the existing deficits of the government, both in the estimates and in the floating indebtedness to the Banco do Brazil, amounts to an aggregate of over 80,000,000\$. And yet there seems to be inexhaustible supplies of cash for unnecessary railways, hungry usines, useless transit-of-Venus expeditions, and thousands of parasitic office-holders. The disease has evidently got past the pathological treatment of increased doses of taxation, and nothing now remains but a little wholesome surgical treatment in the way of retrenchment.

—The course of local justice, of which Senator Affonso Celso spoke in such eulogistic terms recently has been lately exemplified by a news item from Capivary in the São Paulo papers. A few days since one Antonio Vaz de Arruda was arrested and taken to prison for a criminal attack on a well-known lawyer, Dr. Francisco da Costa Carvalho, on the 4th of January, 1882. The accused demanded a release from arrest on the ground that the crime occurred over twenty years ago since when he had resided in the municipality of Tietê and in intimate relations with influential persons, and that therefore he was exempt from arrest under the statute of limitations. And the judge concurred in the plea and set the prisoner at liberty. The law may be the best in the world, as Senator Affonso Celso says, but its enforcement certainly does seem just a little lax.

—The May receipts of the state telegraph line amounted to 90,631\$700, of which 502\$600 came from fines.

—The 10 per cent additional on imports was carried by a bare majority of 11 being 58 votes in favor [all liberals] to 47 against [7 liberals].

—The United States corvette *Galena* left for Montevideo on the 6th inst. The announcement that Admiral Crosby had removed his headquarters to this ship was a mistake.

—By an official announcement of the 14th inst. the government approves the tables of passengers and freight rates of the Canadian line in conformity with the contract approved Nov. 25, 1880.

—The official returns give the total number of deaths in this city during the first fifteen days of August as 448, or an average of nearly 30 a day. This is equivalent to an annual average of 33.6 per thousand. There were 48 deaths from small pox, 82 from consumption, and 4 from violence. There were no deaths from yellow fever reported.

—The sudden death of Mr. Cornelius Koopmanschaff, recently arrived from the United States, took place at the Hotel des Etrangers on the 19th inst. It is said that Mr. Koopmanschaff came to Brazil to treat of the introduction of Chinese laborers, in the interests of some capitalists in San Francisco, California.

—The Chamber passed on the 21st the edited text of the bill for the improvement of the Rio das Velhas, province of Minas Geraes, for which the government is authorized to guarantee 6 per cent. on a maximum capital of 6,000,000\$. Another bill guaranteeing 7 per cent. on 500,000\$ invested in an agricultural school by the Companhia Zootécnica, was also passed at the same time.

—At a session of the city council on the 21st inst. Alderman Malvino Reis indulged in a lament that the government had assumed the prerogative of the council, and had done nothing toward improving the Copacabana suburb. The sandy wastes of that abandoned region are literally howling for improvement. And this same gentleman wants three hills razed, numberless tunnels constructed, and the whole business to be left to the aldermen.

—A quarrel occurred, on the 12th inst. at a small settlement near Rio Claro, São Paulo, known as Ribeirão Claro, between two brothers José and Domingos da Costa and a laborer. While the former were engaged in beating the latter with a bush hook, a neighbor named Manoel Felix Pereira came upon the scene accompanied by his son, a small boy. Seeing the Costa brothers, who were his enemies, Pereira turned to leave when José da Costa took up his gun and shot him in the side. Domingos then finished the affair by driving his bush hook through Pereira's skull, killing him instantly. The Costa brothers were well-known desperadoes, but up to last accounts are still at liberty. The police, however, are taking *providencias* with their customary celerity.

—We have received a small pamphlet on *Direct Trade between the Empire of Brazil, &c., and the Dominion of Canada*, published in Montreal by the Brazilian consul-general, Mr. William Darley Bentley. The part devoted to the subject in hand is composed of some thirteen pages of gutter information on the two important provinces of Canada and the most important of the coast cities, and also a compilation of the trade returns of the dominion for the fiscal year 1880-81. Beyond this a little over three pages are devoted to a class list of manufacturers in the dominion, giving the number of establishments in each class. The remainder of the pamphlet, some seventeen pages, is devoted to an interesting class of advertisements, which will be of great value to those seeking business relations with that country. The work also contains three interesting maps, one of the western hemisphere from Canada to Cape Horn showing the routes and calls of the Canadian line, the second of the city of Halifax showing the location of the West India wharf, and the third of a portion of Canada and the New England states showing the geographical positions of Montreal, Quebec, Gaspé, St. Johns, Halifax and Boston. The work is illustrated by five heliotype views of Canadian cities. Owing the fact that the direct trade between the two countries is yet in its infancy the amount of information on that subject is necessarily small, but still the author is hopeful that the relations now established will result in great benefit to the two countries and lead to better results in the future. In the fiscal year 1880-81 the imports direct from Brazil amounted to 4,300 cocoa-nuts, 410,134 pounds of coffee, 564,924 pounds of sugar Nos. 9 to 14, and 23,038,951 pounds of the same of lower grades. The imports of Brazilian products through other countries shows that this direct trade can be considerably increased, to which end Mr. Bentley is zealously directing all his energies. He generously acknowledges his indebtedness to the Emperor in securing the establishment of the line, without whose aid he could not have succeeded.

THE RIO NEWS

Ro sin,--Arrivals:

300 barrels per *Britton* from New York.
Market unchanged at \$300—1000 per barrel.
Turpentine—No Animals:
Arrivals 100 cases per *Britton* from New York.
We quote 480—500 reis per kilo.
Cod fish.—Animals:
205 cases per *Vahorra* from Hamburg
2,457 tubs per *Honmly* from New Carlisle
145 *Conte d'En Gaspé*.
The market continues in a good position and retail prices are
maintained at 22 000—27 000 for tubs and 23 000 for cases.
Conch.—Animals:

20 tons per <i>Ferm</i> from Hamburg	
3,197 "	<i>John A. Briggs</i> from Cardiff
291 "	<i>Echo</i> from Swansea
802 "	<i>Mary</i> from New Castle
1,406 "	<i>J. D. Peters</i> from Cardiff
2,009 "	<i>Gilana</i> from do
2,066 "	<i>Dinniaurig</i> from do

Quotations continue nominal.

Cement.—Arrivals:

1,500 tasks per *Fern* from Hamburg

We quote:

English	7 500...7 200
German	6 500...6 700
French	7 800...8 200

May.—Arrivals:
1,874 bales per *Meganticook* from Rosario
754 „ *Lord Collingwood* from Rosario

Market firm.
We continue to quote 80—85 reis per kilo for Rosario
Brazil.—Animals:
200 bags per *Maskely* from River Plate
280 „ *Elle* from do
300 „ *Lord Collingwood* from River Plate

Market firm.
We quote 3 800—3 900 per bag.
Kerosene.—Arrivals:
500 cases per *Cyphurus* from New York
5,900 „ *Briten* from do
Market firm at 6 200—6 300 per case for Devoe's Brilliant.

Butter.—Arrivals:
2,662 cases and 150 barrels per *V. de Santos* from Havre
and *per Uthmaniyah* from Hamburg.

French, in barrels.....	1 020—1 040	per lb.
do in tins	1 060—1 220	"
Danish "	1 050—1 160	"
Italian	920—1 000	"

American, in bins 750— 820 ..
do in barrels 600— 620 ..

Beer.—Arrivals:
730 cases and 4 barrels per *Vesperale* from Hamburg.
52 cases per *Comte d'Eu* from Halifax.

We quote :

Bass (Hiers & Bell)	7 ⁴ 400—7 ⁴ 500
Tennent	5 300—6 000
Guinness' Stout	7 300—7 400
German, Carlsberg	7 200
do Cavallo	7 000

Indian Corn.—Animals:

1,652	bags per Congo from River Plate
2,800	" Maske'ye from do
1,191	" Parinagua from do

865 " *Elbe* from do.
Market firm.
We quote 5 $\frac{1}{2}$ 200—5 400 per bag.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

SEPTEMBER 13.
BRUNSWICK—Am bk *Ladoga*; 404 tons; Meyer; 74 ds; pine to
order.

SEPT. 15.
 LAMBERG—Nor bk *Ferna*; 305 tons; Juste; 65 ds; sundries to Brandes & Co.
 JARRELLS—Nor bk *Eve*; 390 tons; Anderson; 72 ds; sundries to Berla Cotrin & Co.

YU—Oriental bgn *Tres Marias*; 240 tons; Font: 22 ds.
jerked beet to L. de Azevedo & Co
IACAO—Nor bgn *Nordstjernen*; 134 tons; Bachholdt: 33 ds.
salt to order.
SALT ISLAND—Nor bk *P. A. Munch*; 418 tons; Hansen: 45
ds. salt to Barbados Costa & Co.

SEPT. 6.
CARLSHAMN—Sw bgn *Frithjof*; 209 tons; Petersen; 75 ds; pine to order.
CARLSLE—Prbg *Hemel's*; 229 tons; Maratt; 61 ds; codfish to Hime Zenha e Silveira.

SANTOS—Br Lk *Singapore*; 655 tons; Robertson; 7 ds; ballast to Watson Ritchie & Co.

CARDIFF—Am ship *John A. Briggs*; 2,045 tons; Porter, 48 ds; coal to Wilson Sons & Co.

SWANSEA—Br schr *Echo*; 169 tons; Morgan; 57 ds; coal to order.

N. YORK.—Br *g'n Briton*; 263 tons; Ball; 60 ds; sundries to F. Clemente & Co

—Sp lg *Sephia*; 168 tons; Ganigar; 40 ds; jerked beef to order.

ROSARIO—Ar bk *Lord Collingwood*; 410 tons; Hannay; 20 ds; hay to order.

SEPT. 21.

— Cardiff—Am b. *J. D. Peters*; 1,085 tons; Laner; 45 ds; coal to Watson Ritchie & Co.
— Br ship *Githana*; 1,367 tons; Farmer; 47 ds; coal to Norton Megaw & Co.
— Br ship *Drunhinsk*; 1,495 tons; Edmondson; 45 ds; coal to T. B. J. R. P.

MACAO—Port bgn *Luiziano*; 2.0 tons; Pinto; 30 ds; salt to
Yiuva Miranda Leone & Co.
ARICAJO—Port bgn *Pinheiro*; 193 tons; Gonçalves; 9 ds; sun-
dries to Bastos & Sousa.

SEPT. 13.
 RICHMOND—Nor lug *Ziba*; 275 tons; Kradsen: coffee.
 CARAYELLAS—Port bk *Humildade*; 312 tons; Teixeira: sun-
 dries.

SEPT. 15.
GALTIMORE—Hr. scht *Lender*; 199 tons Date; coffee.
SEPT. 15.
MOSSILL BAY—Dan bgn *Mette Katrine*; 137 tons Andersen
coffee.

SEPT. 16.
FALMOUTH—Nor bkg *Carl Hasted*: 895 tons; Moroni: 52
cargo.

SEPT. 17.
DALMEIN—Am bgn *Water Witch*: 238 tons; Towns:
coffee.

SEPT. 19.
N. OILKATS—1lr bgn *Shepherdess*: 314 tons; Cook: coffee
SEPT. 20.
SAVANNAH—Nor bkg *Paradise*: 568 tons; Barb: coffee.
PORT NATAL—Sw bkg *Water*: 255 tons; Olbin: coffee.
PARAKANGIA—Sp bgn *Fedra Turrit*: 148 tons; Ciss: su
S. JOAO DA BARRA—Port. sch. *Paradise*: 250 tons; Barb: coffee.

SEPT. 21.
VAN COVE ISLAND—Am ship *El Detraide*, 1195 tons; Love
ballast.
MONTEVIDEO—Sp bg *Senzat*, 168 tons; Ferrer; sundries.
B. AYRES—Sw bk *Robert*, 331 tons; Satterlund; ballast.
BARBADOS—Br bk *Ocean Express*, 457 tons; Wolfe; ballast.

—The British bark *Forest Queen*, bound from Liverpool Callao with a cargo of coal, was discovered to be on fire, in hold, off Cape Frio on the 18th inst. The master ran the

—The crew of the British bark *Llama* arrived at Pernambuco on the 11th inst., reporting the sinking of that vessel about 170 miles southwest of that city on the morning of the 10th. The *Llama* sprung a leak on the 15 ult. and the master was trying to make Pernambuco for repairs. She was bound for

Liverpool to Callao with a miscellaneous cargo.

FOREIGN SAILING VESSELS IN THE PORT OF

RIO DE JANEIRO, SEP. 21, 1882.				
NAME	TONNAGE	DATE	WHERE ENTERED	CONSIGNEE
AMERICAN				
bg Eglez	442	Aug 26	Baltimore	Phelps Bros & Co
shp Adams	443	Sept 1	do	Phelps Bros & Co
bg S. S. Smith	450	"	do	F. Clemente & Co
bg C. Heckle	456	"	New York	Hiser, Watson & Co
bg M. Adams	457	"	do	Phelps Bros & Co
bg L. Adams	464	13	Baltimore	To order
shp J. A. Briggs	465	20	Cardiff	Wilson Sons & Co
bg J. Adams	468	21	do	Wilson Sons & Co
BRITISH				
bg J. Taylor	472	May 18	Valparaiso	Alex. Wagner.
bg S. Smith	473	"	Liverpool	For consignment
bg H. Adams	476	July 2	do	do
bg J. Inverness	480	Aug 1	London	J. Moore & Co
bg J. Porter	485	14	Liverpool	Rio Gas Co
bg M. Adams	486	"	do	Wilson Sons & Co
bg H. Adams	486	15	Briswick	do
bg J. Troncamp	491	21	New Castle	Mays & Rio R
bg J. Adams	492	"	London	Wilson Sons & Co
bg D. of Lancaster	493	24	Boulogne	To order.
shp M. Adams	494	24	Cardiff	Norton M & Co
bg J. Adams	495	"	do	Norton M & Co
bg M. Adams	501	27	Cardiff	Wilson Sons & Co
bg S. Smith	503	27	Liverpool	J. & L. Peake
bg J. Adams	507	27	Liverpool	Norton M & Co
shp Adams	510	"	Cardiff	Rio Gas Co
shp Adams	510	"	Cardiff	Norton M & Co
shp Adams	510	"	Cardiff	Wilson Sons & Co
bg G. Adams	511	6	Cardiff	do
bg J. Adams	512	"	do	D. P. H. K. R.
bg Robert & Mary	513	"	Cardiff	C. W. Gross & Co
bg J. Adams	514	"	Cardiff	H. Zehla & Co
bg J. Adams	515	"	Cardiff	Wilson Sons & Co
bg J. Adams	516	"	Cardiff	Wilson Sons & Co
bg J. Adams	517	"	Cardiff	Wilson Sons & Co
bg J. Adams	518	"	Cardiff	Wilson Sons & Co
bg J. Adams	519	"	New Castle	Nithury Gas Co
bg J. Adams	520	"	Cardiff	Wilson Sons & Co
bg J. Adams	521	20	Rosario	To order
shp Adams	523	21	Cardiff	Norton M & Co
bg J. Adams	524	21	do	D. P. H. K. R.
DUTCH				
bg J. Adams	480	Sept 6	Stockholm	To order
GERMAN				
bg J. Adams	476	Aug 10	Marselle	H. N. Dreyfus
bg Collier	474	Sept 10	do	Berta Colton
SPANISH				
bg J. Adams	473	Sept 10	Western	H'ing Wren & Co
bg J. Adams	470	Sept 10	Kosovo	Davies & Co
bg J. Adams	471	Sept 10	Cardiff	Davies & Co
bg J. Adams	472	Sept 10	Richmond	do
ITALIANS				
bg J. Adams	473	July 4	Trieste	Ferin & Tavol
bg S. T. Francilli	471	Sept 8	Cardiff	To order
bg B. L				

—The Italian bark *Marchitino*, from Hyères with a cargo of 1,100 tons of salt, went ashore on the Enlène beach near Santos, on the 10th ult. After discharging a part of its cargo, the stranded vessel was towed into deep water by a British screw steamer *Amethyst*.

—The British bark *Shannon* grounded on the Banco off Port India, River Plate, on the 3rd inst. and is reported lost. At last accounts two of her three boats had reached Buenos Aires. The *Shannon* was a vessel of 1,000 tons and was bound for Buenos Aires with a cargo of iron for the Transandine railway.

ARRIVALS OF FOREIGN STEAMERS.

DATE	NAME	WHERE FROM	CONSIGNEE
Sept. 11	Valparaiso Gr	Hamburg ²³	Ed Johnston
12	Ango Fr	River Plate ²³	Mosterger
13	Nova Br	southampton ²³	Royal Mail
15	Hornix Belg	London ²⁰	Norion M ²¹
16	Valparaiso Fr	Liverpool ²³	Wissosac Co
17	Magellan Br	Valparaiso ²³	Ed Johnston
17	Mackelneye Br	River Plate ²³	Norion M ²¹
18	Potom Fr	Naples ²³	Karl Valdes
19	Hafley Fr	Liverpool ²³	Norion M ²¹
19	Valparaiso Gr	Valparaiso ²³	Ed Johnston
19	Comte d'Eu Fr	Halfax ³¹	Ed Johnston
20	Elbe Fr	River Plate ²³	Royal Mail
20	Canova Br	Rio Grande ²⁵	Norion M ²¹

DEPARTURES OF FOREIGN STEAMERS

DATE	NAIK	WHERE TO	CARGO
Sept. 13	Hamburg Gr	Limburg*	Coffee
" 14	Grand Hamark Gr	Denner*	do
" 14	Nord America Tr	Mitresell*	Sundries
" 15	Congo, Fr	Bordeaux*	Sundries
" 15	Mark Lane Fir	New York*	Coffee
" 16	de Senus	St Santos	Sundries
" 16	Valparaiso Gr	do	Sundries
" 16	Mozart Ir	New York	Coffee
" 16	Valparaiso Ir	St Santos	Sundries
" 16	Hurrox Plg	River Plate	Sundries
" 16	Neva Br	do	do
" 16	Liverpool Ir	Liverpool	Sundries
" 16	Yotou Fr	River Plate	Sundries
" 16	Mackayene Ir	Southampton*	Sundries
" 16	Memnon Br	Haitiure	Sundries
" 16	Strangua Gr	Hamburg	Coffee

* Calling at intermediate ports.

FREIGHTS:

<i>Steamers:</i>		<i>Sailing Vessels:</i>	
London	451	Channel f. o.	401-4216
Liverpool	401	Lisbon f. o.	4716
Antwerp	351	Gibraltar f. o.	4716
Hamburg	451	U. S. North	151-251
Havre	fr. 40	U. S. South	201-351
Bordeaux	fr. 50		
Marseilles	fr. 50		
New York	40 & 50cits.		

GOVERNMENT BONDS

EMISSION	CIRCULATION	DENOMINATION	INTEREST	NOMINAL VALUE	QUOTATION
		General Apolices, currency	6 %	1,063 000	1,065 000
		" " " " " " " "	"	800 000	"
		" " " " " " " "	"	600 000	1,155 000
		" " " " " " " "	"	500 000	"
		" " " " " " " "	"	400 000	"
		" " " " " " " "	"	300 000	"
339,069,100\$00	335,797,400\$00	" " " " " " " "	"	"	"
		" " " " " " " "	5 %	1,000 000	89 5/8
		" " " " " " " "	"	800 000	"
		" " " " " " " "	"	600 000	"
2,151,000 000	1,990,000 000	" " " " " " " "	4 %	1,000 000	"
		" " " " " " " "	"	800 000	"
110,000 000	110,600 000	" " " " " " " "	"	900 000	"
		" " " " " " " "	6 1/2 %	500 000	tot 9/16
		" " " " " " " "	"	200 000	"
7,169,000 000	5,267,000 000	" " " " " " " "	"	1,000 000	1,887 1/2
7,721,000 000	5,732,000 000	" " " " " " " "	"	300 000	"
21,000,000 000	19,638,000 000	National Loan of 1868, gold	"	1,000 000	"
8,400,000 000	7,000,000 000	" " " " " " " "	"	300 000	"
41,800,000 000	30,035,000 000	National Loan of 1870, gold	4 1/2 %	1,000 000	1,170 3/4
7,000,000 000	" " " " " " " "	" " " " " " " "	"	"	"

BANKS AND PUBLIC COMPANIES

CAPITAL	SHARES	ISSUED	MARKET VALUE	PAYABLE	NAMES	RESERVE FUND	LAST DIVIDEND QUOTATION	LAST DIVIDEND AM'T	PAY'D
BANKS									
1,000,000.00	10,000	All	200.00	200.00	All Banco do Brazil	9,375,484.38	294.000	10.000	July 1882
3,000,000.00	30,000	All	200.00	200.00	All Banco e Hypothecario	2,175,632.14	275.000	10.000	July 1882
10,000,000.00	100,000	25,000	200.00	200.00	All Banco do Rio de Janeiro	1,222,229.36	100.000	9.000	July 1882
4,000,000.00	40,000	All	200.00	200.00	All English Banked	6,100,000.00	140.000	9.000	July 1882
10,000,000.00	100,000	All	200.00	200.00	All Industrial e Mercantil	160,000.00	250.000	9.000	July 1882
4,000,000.00	40,000	5,000	200.00	200.00	All Banco do Santos	1,000,000.00	100.000	10.000	July 1882
4,000,000.00	40,000	10,000	200.00	200.00	All Banco Predo	71,731.40	150.000	10.000	July 1882
4,000,000.00	40,000	All	200.00	200.00	All New London and Brazilian	2,100,000.00	100.000	11.13	Dec 1881
12,000,000.00	120,000	15,000	200.00	200.00	All Banco do Commercio	545,735.05	200.000	9.000	July 1882
RAILWAYS									
1,000,000.00	10,000	All	200.00	200.00	All Petrobras	8,477.00	172.000	10.000	July 1882
7,500,000.00	75,000	17,500	200.00	200.00	All Malhe e Campos	10,710.75	128.000	10.000	July 1882
1,000,000.00	10,000	All	200.00	200.00	All Companhia de Seguros	100,000.00	100.000	9.000	Dec 1881
4,000,000.00	40,000	25,000	200.00	200.00	All Paulista	42,500.00	200.000	10.000	Dec 1881
4,000,000.00	40,000	All	200.00	200.00	All Sociedade	100.000	100.000	10.000	Dec 1881
2,000,000.00	20,000	All	200.00	200.00	All do do	78.000	100.000	9.000	Dec 1881
2,000,000.00	20,000	All	200.00	200.00	All Lempira	81,300.00	270.000	3.000	Dec 1881
2,000,000.00	20,000	All	200.00	200.00	All Niteroiense	25.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All Campes S. Sebastiao	100.000	100.000	10.000	Dec 1881
10,000,000.00	100,000	30,000	200.00	200.00	All Foz de Rio de Janeiro	150.000	100.000	10.000	Dec 1881
2,000,000.00	20,000	All	200.00	200.00	All do do with right to subsh. sh.	185.000	100.000	10.000	Dec 1881
2,000,000.00	20,000	All	200.00	200.00	All do do subsidiary shares	20.000	100.000	10.000	Dec 1881
3,000,000.00	30,000	14,000	200.00	200.00	All Uniao Valenciana	31,000.00	100.000	10.000	Dec 1881
5,000,000.00	50,000	15,000	200.00	200.00	All Uniao Mineraria	174.000	100.000	10.000	Dec 1881
5,000,000.00	50,000	All	200.00	200.00	All do do debentures	170.000	100.000	10.000	Dec 1881
TOLL ROADS									
1,500,000.00	15,000	All	200.00	200.00	All Uniao e Industria	180,000.00	100.000	15.000	Jan 1879
1,200,000.00	12,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
NAVIGATION COMPANIES									
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	200.00	All do do	100.000	100.000	10.000	Dec 1881
1,000,000.00	10,000	All	200.00	20					

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Date	Steamer	Destination
Sep. 16	Neva....	Expected from Southampton on 16th, will sail after a brief delay for the River Plate.
" 24	Elbe.....	Bahia, Macao, Pernambuco, St. Vincent, Lisbon, Southampton & Havre.

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To New York:

Cyprienus.....	Sept. 5th
Maest.....	10th
Mennen.....	15th
Sirius.....	20th
Halley.....	25th
.....	30th

To Europe:

Colito.....	Sept. 8th
Maest.....	13th
.....	20th
.....	25th
.....	28th

To the Southern Ports:

Cervantes.....	Sept. 6th
Canosa.....	13th
Castor.....	20th
Carver.....	27th

To the River Plate:

Teniers.....	Sept. 4th
Harvey.....	14th
Patrol.....	24th

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The policy adopted by THE NEWS at the outset was that of strict independence and impartiality. The editors had well-grounded convictions on political and economic questions, and as they believed that all such questions had a direct or indirect influence on commercial and financial enterprises they decided to discuss them just as far as their relative importance made it desirable. In this line of policy THE NEWS has been successful even beyond all expectation.

With the beginning of its ninth volume (January, 1889) the editors feel themselves warranted in calling attention to the uniform and general satisfaction with which their policy and management have thus far been received, and in advising their patrons that no deviation whatever from them will be made. THE NEWS will seek to keep its readers fully and accurately informed on all commercial questions, and upon all matters of Brazilian news or policy which may have more or less bearing upon any and all enterprises and investments. In its discussions it will treat every question frankly, and for the opinions expressed the editors will hold themselves personally responsible. In its news columns it will seek to keep its readers fully informed on all matters and occurrences throughout Brazil.

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